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# Hongkong Daily Press.

ESTABLISHED 1857

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PILSENER BEER  
IN BOTTLES.  
PER CASE OF 4 DOZ. QTS. } \$13.  
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**WATSON'S**  
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VERY OLD LIQUEUR  
**SCOTCH WHISKY.**  
**A. S. WATSON & CO. LIMITED.**  
THE HONGKONG DISPENSARY. [a1632]

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FAMOUS  
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FINE OLD HIGHLAND WHISKY,  
Sole Shippers—CUTLER, PALMER & CO.,  
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**SIEMSEN & CO.**  
Hongkong, 1st January, 1901. [a49]

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PRICE \$10.75 PER DOZEN  
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Blend of Selected  
Distillations of the  
Finest Scotch Whiskies  
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9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 11.30 a.m. Every 15 minutes.  
11.30 a.m. to 12.00 p.m. Every 10 minutes.  
12.00 p.m. to 12.30 p.m. Every 15 minutes.  
12.30 p.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 1.30 p.m. Every 15 minutes.  
1.30 p.m. to 2.00 p.m. Every 10 minutes.  
2.00 p.m. to 2.30 p.m. Every 15 minutes.  
2.30 p.m. to 3.00 p.m. Every 10 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to 4.00 p.m. Every 10 minutes.  
4.00 p.m. to 4.30 p.m. Every 15 minutes.  
4.30 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 6.30 p.m. Every 15 minutes.  
6.30 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 7.30 p.m. Every 15 minutes.  
NIGHT CARS.  
8.45 p.m. to 9 p.m. 9.45 to 11.15 p.m. very 1 hour.  
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8.30 a.m. to 9.00 a.m. Every 10 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
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6.00 p.m. to 6.30 p.m. Every 15 minutes.  
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SPECIAL CARS by arrangement at the Company's Office, 29 & 40, Queen's Road Central.  
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Hongkong, 4th April, 1901. [a443]

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Hongkong, 10th November, 1900. [a76]

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TONIC WATER. LEMON SQUASH.

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100 WIRE SPRING MATTRESSES.

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SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:-

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\$22.50 PER DOZ. \$20 PER DOZ.

Distinguished by 4 Stars on the label.

Another FINE COGNAC, \$18.75 per doz.

Less old than the above.

**THE ELITE OF WHISKY:-**

**THE "PALL MALL."**

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL**

**BLEND WHISKY.**

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Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

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PURE, SPARKLING, TREBLE-DISTILLED

TABLE WATER.

The extreme care taken in the Manufacture of this Water obviates all possibility of its

containing any deleterious matter of any nature whatever. It has the advantage of mixing

readily with Wines and Spirits, without in any way interfering with their character.

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devotes herself specially to the welfare of the Lady guests.

All Passenger Steamers are met by the Company's Steam Launch.

Telegrams addressed to "CLUB HOTEL," Yokohama, will ensure the attendance of the

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Terms from Yen 4.00 per diem upwards. Special terms for a prolonged stay.

**A. H. CAMPBELL,**

(Late of the Florence Hotel, Kandy, Ceylon),

**MANAGER.** [1166]

Hongkong, 3rd May, 1901.

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THE NEW GAME OF TABLE TENNIS. Price \$5.50. [a36]

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ALL SIZES.

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**UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).**

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c. "GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum and Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR METALLIC" BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.

ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. "CAUCIGEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent ... THOMAS SKINNER.

Superintendent ... ARCHIBALD RITCHIE.

DODWELL & CO. LIMITED, General Manager. [a46]

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NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES: Loaded with With Powder Powder only, and 1 oz. of Shot. Primrose Cases \$5.65 \$7.40

Pognonoid Cases 6.25 8.00

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5 per cent. discount on orders of 1,000 and over.

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Hongkong, 27th July, 1897.

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**HING KEE HOTEL.**

(ESTABLISHED 1873)

**MACAO.**

THIS First-class and well-famed establish- ment is pleasantly situated in the centre of PRAGA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.

**L. HING KEE, Proprietor.**

Telegraphic address "HINGKEE" [1949]

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FUNDS. ONLY THREE BRITISH LIFE OFFICES COMPLETED OVER TWO MILLIONS STERLING OF NEW ASSURANCES LAST YEAR. THE STANDARD'S FIGURES WERE £2,209,182.

Prospectuses, Rates and all Particulars may be obtained from

**DODWELL & CO., Ltd., Agents.**

Hongkong, 12th February, 1901. [10-a668]

**HOTELS.**

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A First-class Hotel in every respect

Elegantly furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE. [a50]

**THE PEAK HOTEL.**



## INTIMATION.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

In view of recent events and to meet the expressed wish of some of our constituents we have THIS DAY

## CLOSED

THE

**HONGKONG DISPENSARY**  
**SODA WATER FACTORY.**

although fully confident of the absolute purity of the output from this source.

We are now making Aerated Waters only at our WEST POINT Factory which is

openly situated facing the sea, and is the finest and most commodious Soda Water

Factory in the FAR EAST.

Orders will be received as usual.

**A. S. WATSON & CO.**  
LIMITED.

**AERATED WATER MANUFACTURERS**

ESTABLISHED 1841.

Hongkong, 13th May, 1901.

[35]

## MARRIAGES.

On the 8th May, 1901, at Newchwang, JOHN C. MARTIN to MARY ALEXANDRA HUCKENBERRY.

At the British Consulate, Shanghai, on the 11th May, 1901, FREDERICK WILLIAMS-BOWLAND, I. M. Customs, Shanghai, to ELIZABETH MABEL TURNER, of Hongkong.

On the 14th May, 1901, at H.B.M. Consulate, Shanghai, afterwards at the Holy Trinity Cathedral, by the Rev. H. C. Hodges, M.A., JAMES HECTOR WATTS, C.M.G., of Tientsin, to SALOME LOUISA, eldest daughter of Osborne and Salome Elizabeth Middleton of Shanghai.

## DEATH.

On the 11th May, 1901, at No. 4, Amoy Road, Shanghai, CLARA BEV, the wife of William BEV, aged 49 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 20th May, 1901

THE report of the China Association for 1900-1901, one item of which we have already noticed, is a long and interesting document. As we are unable to reproduce it in full, we propose to draw attention to some of the salient points brought forward. The opening remarks, dealing with the forecasts of previous years and the actual events of 1900, need not detain us. It is generally that the Association's claim to have recognised from the first the dangerous consequences to be expected from the Dowager Empress's usurpation is well founded; and it is hardly a matter of doubt that the statement can be substantiated that the events of 1900 were a natural consequence of the coup d'état of 1898, though there were of course other contributing causes.

In a general review of events in 1900 the Report calls attention to a notable feature in the conclusive influences exerted by the great Provincial officials and goes on to say: "It was upon the Viceroynalties of 'Two Kiang and the Two Hu that the wave of the Reactionary movement broke; it is with them that lies the best hope of Reform. It follows as a corollary that 'very much, still, depends upon the purpose of the 'Ministry' in power; for the 'Provincial officials derive their appointment from Peking, and it is upon the 'character of the selection made that the 'tone of each Government will indirectly depend; while nothing is more reasonably 'certain than that the return of the Empress 'and her faction would mean the execution 'of vengeance on the Viceroyns and 'Governors who refused to join in the 'anti-foreign campaign.' The Report there goes on to consider the question of the Emperor's return to Peking,

and the suggestion of a regency by his brother until His Majesty returns. The latter suggestion is dismissed on account of the doubt as to the Viceroyns' adhesion and the difficulty of obtaining the consent of the Powers to so drastic a measure. The desirability of excluding the present incumbent, Pu Chun, from the succession is recognised, and the Report adds: "The adoption need 'not necessarily be disturbed (although 'disinheritance is permissible, by Chinese 'custom, for cause shown); the case would 'be met by the adoption of a son to Kwang 'Hao who should be recognised as his 'heir, and who should be placed amid 'surroundings differing from those which 'cannot fail to influence a son of Prince 'TUAN. For the one conclusion which 'stands out clearly is that no member of 'the faction which brought about the present 'crisis, should be allowed to remain in 'power." Common sense urges the truth of this last remark, but we fear that it looks very doubtful whether such a clean sweep of the Reactionaries can now be made. There has been too much hesitation on the part of the Powers, and the situation has not developed in such a way as to strengthen their hands.

The next point of importance touched upon is the question of our interests and representation in the Far East. The Report says: "Frequent occasion has been taken, also, 'to urge the appointment of a special mission, 'with a diplomatist of the highest rank 'and influence as its chief, for the purpose 'of safe-guarding the preponderant interests 'which Great Britain still retains in the 'East. The Foreign trade of China 'amounted, in 1899—the last year for 'which statistics are available—to Hk. Tls. '460,000,000 (say £66,000,000), and em- 'ployed 11,000,000 tons of shipping, besides 'coasting craft. The share of the British 'Empire in that trade reached Hk. Tls. '286,000,000 (say £40,000,000) and the 'British flag was represented by 6,700,000 'tons—showing a preponderant interest, in 'both respects, not only over any other 'single nation, but over all the rest com- 'bined. It was strongly felt by members 'of the Association, both in England and 'the East, that these great interests re- 'quired special safeguarding; and that the 'occasion called for the appointment of a 'diplomatist of the highest rank and 'reputation. Semi-official representations 'to that effect were made to the Foreign 'Office, directly—the proposed interchange 'of posts between Sir CLAUDE MACDONALD 'and Sir ERNEST SATOW became known; 'and a formal letter was addressed to Lord 'SALISBURY, in August, when it appeared 'that these representations had failed of 'effect. Copies of the correspondence and 'of telegrams from Shanghai and Hong- 'kong were communicated also to the 'principal Chambers of Commerce, with 'the result that the Halifax, Liverpool, 'London, and Manchester Chambers ad- 'dressed the Office, strongly supporting the 'views of the Association; while others ex- 'pressed a sympathetic conviction that 'H.M. Government might be trusted to 'take a step which the occasion so clearly 'required. That impression has not, un- 'happily, been justified; and the Committee 'feel constrained to repeat the expression 'of their regret that representations which 'were felt to be of moment were ignored."

The relations of the Association with the new China League are next discussed; but this is a matter which is already familiar to our readers. The American Asiatic Association's identity of opinion on the vital points of the situation, as stated in the Report, is gratifying to note.

On Manchuria not much is said, though the important documents connected with the matter are to be found among the appendices. The definite abandonment by Russia of the Convention was subsequent to the writing of the Report, which is dated the 31st March.

Turning to the section, "Treaty Revision," we find the Report speaking as follows:—"It is anticipated that the acquiescence 'of the Chinese Government in the terms 'imposed as preliminary conditions of peace 'will be followed by negotiations for a re- 'vision of the present Treaties and for 'certain measures of fiscal and adminis- 'trative reforms. The necessity for 'reforms, and the expediency of 'Treaty 'revision, have been discussed in correspon- 'dence between the Eastern branches, the 'General Committee, and the Foreign 'Office, at various periods during the last 'six years; and the suggestions therein 'made will, it is believed, furnish the bases 'of practicable arrangements. The question 'of fiscal reforms is indeed, scarcely, separ- 'able from that of the indemnity; and a 'recent telegram from Shanghai expresses 'apprehension lest a proposal be made to 'guarantee an Indemnity Loan by some 'such process of drastic Tariff increase as 'was advocated by LI HUNG-CHANG. The 'Association recognised, in its letter to Lord 'SALISBURY dated 2nd November, 1896, that 'an increased tariff was admissible under 'certain conditions; but any hasty action 'would destroy the only available lever for 'obtaining redress of existing grievances

"besides possibly endangering trade expan- 'sion. Mr. GEORGE JAMESON's well-known 'Report on the Revenue and Expenditure 'of the Chinese Empire showed that the 'existing taxes are capable of yielding a 'sufficient income if honestly administered, 'and the opportunity should be taken to 'insist on improved methods of collection 'and account; commercial questions being 'reserved for settlement, later, by the lead- 'ing commercial Powers. The conviction 'was expressed in 1896, and cannot be too 'strongly reaffirmed, that 'nothing would 'more conduce to the stability of the 'Chinese Government, the increase of its 'revenue, and the welfare of the people, 'than the improvement of inland com- 'munication of all kinds and the relief 'of inland commerce from taxation upon its 'movement.' It must be reaffirmed also, 'that no reform of the kind can be effective 'that does not provide for the requirements 'of the Provincial Exchequers."

We leave one or two minor points in the Report for future consideration.

Mr. U. Farrell has been temporarily appointed Inspector of Nuisances.

Mr. W. A. Rabies has been recognised as Consul-General at Hongkong for the United States of America.

On Saturday the U.S. *Isa de Luzon* arrived from Canton. Yesterday the Italian cruiser *Stramboli* reached this port from Swatow.

The sentence of death passed by His Lordship the Chief Justice upon Wong Po, the Wanchai murderer, on March 25th last, has now been commuted to penal servitude for life.

The many friends of the late Mr. Robinson, the Senior Warden at the Victoria Jail, are raising a subscription for the purpose of assisting the widow and enabling her to reach her home in England. The deceased officer was very popular among his comrades.

Messrs. Lamke and Rogge informed us yesterday morning that they had received telegraphic advice from Messrs. Wm. G. Hale and Co., Saigon, to the effect that a quarantine of 12 days (including passage) is established at Saigon against all vessels arriving from Amoy.

The concert given by Prof. Carlo Von Jack in St. Patrick's Club on Saturday evening was very well attended, and the efforts of the performers met with a hearty reception. Prof. Jack's pianoforte solos were encored, as were most of the other items on the programme. Altogether, the entertainment passed the evening very pleasantly.

There was a good attendance at Messrs. Hughes and Hough's Auction Rooms on Saturday afternoon, when 225 lots of silk tapestry from the Imperial looms at Soochow and Hangchow found purchasers. For a number of the rolls there was some very spirited bidding and what appeared to us good prices were realised, although doubtless much under what might have been expected. As will be seen from the advertisement elsewhere the auction sale will be resumed to-day, commencing at 2.30 p.m. with lot 223.

The return of deaths in the Colony for April shows a total of 507 deaths, of which 33 were in the European and Foreign community (21 Civil, 11 Army, 1 Navy), and the remainder in the Chinese community. Chest affections claimed 101, and fevers 173, including 36 from malaria, 19 from small-pox, and 115 from plague. The principal rates in the different registration districts were:—British and Foreign community, civil population, 27 per 1,000 per annum; Chinese community, Victoria, land 23.1, harbour, 21.0; Chinese, whole Colony, land 21.3, boat 17.9, land and boat, 20.8; British, Foreign, and Chinese community (civil) 21.0.

Government bath-houses for coolies were opened in the Wanchai district on Saturday. These bath-houses are the practical outcome of suggestions by H. E. the Governor, and should their erection be justified by results—that is, should the coolies and others of the class for whose benefit they have come into existence take appreciable advantage of the opportunity now afforded them—the wash-houses, it is understood, will be replaced by permanent buildings. The present bath-houses are matchless, large and airy, having inside two rows of shallow wooden bath or tubs for the use of the coolies. By the side of each bath-house has been erected—also, temporarily—a shed containing boilers in which water is heated for the coolies. The idea entirely new to the colony, is a good one, and it only remains now for the coolies to perform his share to make it a success.

The police were yesterday morning engaged on Cause Road in a wholesale arrest of beggars—men, women and children, some blind and some lame. This is a step in the right direction, as some of these beggars have been in the habit of worrying people, especially those going to the Roman Catholic Cathedral, for alms. Some of the miserable creatures are so filthy that it would be a blessing to the Colony to get rid of them. There was, however, one thing we noticed yesterday which the police authorities ought to be made cognisant of, and that is the inhuman way in which some of the raw-looking Sikh constables treated these poor beggars. There was a man with one leg, walking with a crutch, being led to the station; although having offered no resistance and going along quietly down Old Bailey, the Indian constable persisted in shoving him along, and occasionally so roughly that the poor fellow was almost falling. There was really no occasion for such treatment, and the constables ought to be taught to temper their zeal with humanity.

H.M.S. *Glory* went into dock yesterday.

A second article on "The Need of Municipal Freedom in Hongkong" will appear in tomorrow's issue.

H. B. M. Consul at Amoy has notified the Government that bubonic plague exists at that port; several cases occurring daily.

The men-of-war at Amoy on the 15th inst. were the French cruiser *Friant*, Japanese *Tsunagi* and U. S. *Concord*.

Notwithstanding the vigilance of the police, aided by the Military, dead bodies are still dumped right and left in our streets.

The newly appointed Tartar General at Foochow, H. B. Ching Hsing, called on the foreign Consuls there on the 9th inst.

Monday next being Whit Monday, will be observed as a holiday in the Government Department except in the Police Magistrate's Department.

The Spring Races at Singapore commence on the 21st inst. and continue on the 22nd and 23rd. The Tientsin races begin on the 28th, 29th and 30th.

It is notified by proclamation in the *Gazette* that the exportation of opium from the Colony is extended to the 31st of June for six months from the 28th.

The Weekly Prayer Meeting in connection with the Hongkong Christian Union will be held in the Music Room at the City Hall to-day at 3.15 p.m. The Rev. J. H. Franco will preside.

It is notified in the *Gazette* that the ordinance to secure in certain cases the rights of property in telegraphic messages and to prevent the forgery and improper disclosure of telegrams comes into force to-day, the 20th May.

Mr. E. A. Irving has been appointed member of and Hon. Sec. to the Board of Examiners; and the Rev. H. R. Wells has been appointed member of the same Board during the absence of the Rev. T. W. Pearce.

Commander W. C. Pakenham took over command of H.M.S. *Daphne* at Shanghai on Wednesday last, in succession to Commander C. W. Winnington-Ingram, brother of the new Bishop of London, who leaves for England on the P. & O. s.s. *Bengal*.

Natives from Peking who have come down to Shanghai (says the *N. C. Daily News*) report that it is proposed to change the name of the Chingun gate of Peking into the "Keteler" gate (K'et'le-li-mén) after the late German Minister Baron von Ketteler, and the Drum Tower (lithoric known as the Eastern Tower or "Tung P'ai-lou" in the vicinity of which the late Baron was murdered by a petty officer of Yung Lu's personal corps last June, into Memorial Arch or "Hsin-piao P'ai-fang." In this connection, according to the *Shanghai* editor, "it is improbable that the Plenipotentiaries will consent to such a proposition."

The *Universal Gazette* states that from information received through a foreign source at Peking, the German Minister, it seems, sent a despatch recently to the Chinese Plenipotentiaries demanding the payment of 20 million taels as part of the German indemnity by the end of the 4th moon (the third week in June). Upon receipt of this money the Germans will at once withdraw from Peking. Failing payment of the amount demanded within the period given, the German forces will remain and the Chinese Government will be called upon to pay their expenses at the rate of one million taels per month.

On the morning of the 10th inst. the Siamese Royal yacht *Maha Chakrri*, escorted by the Siamese gunboats *Sigret* and *Bali*, arrived at Singapore from Bangkok; and H. E. Sir Frank Swettenham, and the captain of H.M.S. *Rosario* (as Senior Naval Officer) paid a visit to H. M. King Chulalongkorn on board the yacht. Later the Royal party landed and went to Government House. In the afternoon the King visited the Botanical Gardens with the Siamese Consul General, while the Queen visited the General Hospital and also went for a drive. On the 11th their Majesties sailed for Java. They were expected to return to Singapore in about five weeks' time, on their way back to Siam.

At the annual general meeting of the Shanghai General Chamber of Commerce last week, the Chairman speaking in the subject of Tariff revision said:—"I think you will agree with me when I say that such a complicated question as the revision of the Tariff should not be dealt with in this hasty manner, and moreover that it should be taken in hand and settled by those Powers only who have large commercial interests in China, and from their knowledge and experience of trade matters and the general economic condition of China are much more likely to devise a scheme satisfactory and fair to trade than if it were settled by the vote of those whose commercial interests are of the slightest description. Indeed if trade had to pay a large part of the indemnity it simply amounts to this, that the Powers whose trade interests are trifling would be getting the indemnities they claim paid at the expense of their neighbours. However, as I said, the matter has been referred home, where I have no doubt it will be carefully and fully discussed and a proper settlement in due time arrived at. You may rest assured that the Committee of the Chamber is quite alive to the present situation, and will do all that lies in its power towards the settlement of the present trade questions on the lines which we merchants and business men generally are all familiar with, and also agreed in considering as absolutely necessary to the true interests of the foreign trade of this country in which we are all engaged."

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

SHANGHAI, 19th May, 7.38 p.m.

## LATEST REACTIONARY MOVE.

Designing to nullify one of the Allies' demands, the Reactionaries at Hsianfu are urging the Empress Dowager to issue a decree in the Emperor's name, stopping the examinations everywhere for five years.

## THE COREAN TROUBLES.

SHANGHAI, 19th May, 7.38 p.m.

"ASTRAEA" GOES TO CHEMULPO. H. M. cruiser *Astraea* has suddenly been ordered to Chemulpo.

## GENERAL NEWS.

SHANGHAI, 19th May, 7.38 p.m.

## MOVEMENTS OF THE "WOODCOCK."

H. M. S. *Woodcock* has safely arrived at Chinkiang [?].

## MILITARY FUNERAL.

The late Colonel Dami, I.M.S., was accorded a military funeral yesterday at the Parsee Cemetery, Shanghai.

LONDON, 17th May, 6.10 p.m.

## THE KING'S BIRTHDAY.

It is officially stated that the King's Birthday will be observed on the 24th May.

## ARMY REORGANISATION.

The Army Reorganisation scheme has been carried in the House of Commons by a majority of 116. A noteworthy feature of the debate was a brilliant speech by Winston Churchill, condemning the scheme.

LONDON, 18th May, 8 p.m.

## NO BIRTHDAY CELEBRATION, BUT A GOVERNMENT HOLIDAY.

It is authoritatively announced that there will be no official celebration of the King's Birthday on the 24th May next. The King, however, has sanctioned a holiday for the Government Offices. He will present new colours to the Scots Guards on the 24th instant.

## TURKEY TO BE COERCED.

It is reported that a mandate has been given by the Powers for the French fleet to force the passage of the Dardanelles if the Porte refuses to return to the *status quo ante* in the matter of the foreign post-offices.

## THE ROYAL VISIT TO AUSTRALIA.

The Duke and Duchess of Cornwall and York have left Melbourne for Queensland.

## REUTER'S SERVICE.

LONDON, 18th May.

## THE KING'S BIRTHDAY.

King Edward notifies that his birthday is to be observed on the 24th May yearly.

MRS. MCKINLEY ILL.—CONDITION HOPELESS.

Mrs. McKinley, whilst touring with the presidential party in the United States, was taken ill at San Francisco. Her condition is hopeless.

LONDON, 18th May.

## THE RUSSIAN LOAN.

The Russian loan has been issued at 98, and is quoted in Paris at three per cent. premium.

## RUMOUR OF FURTHER RUSSIAN LOAN.

It is rumoured in St. Petersburg that Russia is negotiating in Berlin for a further loan.

## THE PORTE AND THE FOREIGN POST OFFICES.

The Porte has sent a Note to the Ambassadors regretting its previous note demanding the abolition of the foreign Post Offices.

## SPEECH BY LORD ROSEBURY.

Lord Rosebury in a speech referred to the optimism in high quarters regarding the War, and expressed a wish that testimony in connection therewith was unanimous.

## ADDITION TO THE BRITISH NAVY.

The British Admiralty will this year lay the stocks of three battleships of 18,000 tons each. They will be the largest and most powerful vessels afloat, and will cost one million and a quarter sterling each.

## THE PLAGUE.

During the 24 hours ending at noon on Saturday there were reported 21 fresh cases of plague (20 Chinese, one other Asiatic), and 13 deaths (12 Chinese, one European).

Mr. J. Czamansky, the European whose death is recorded above, was buried at the Roman Catholic cemetery on Saturday morning, a very large number of friends and of follow-workers at H.M. Naval Yard attending the last rites.

Regarding the condition of Mr. and Mrs. D'Agostini, we were informed by Dr. Clark, Medical Officer of Health, yesterday, that the report from Kennedy Town Hospital, at 11.30 a.m., was to the effect that they were both in a better condition.

On Friday we learn that Mr. R. N. Mehta, the well-known Parsee broker, was removed to Kennedytown Hospital suffering from plague.

## THE "ST. DAVID" MAN-SLAUGHTER.

CLEMENCY OF THE CROWN.

Fifteen years ago to-day the Hon. J. Russell, the Acting Chief Justice, sitting in Criminal Session at the Supreme Court in Hongkong passed sentence of penal servitude for life on one George Henry Borrow, who had pleaded guilty to a charge of manslaughter under circumstances of a rather exceptional character. Borrow was steward on board an American sailing ship the *St. David*, and on Sunday evening, 18th April, 1886, while that vessel was lying in the Harbour discharging kerosene oil from New York, a brawl took place on the after-part of the deck. The captain was on shore at the time, and the cook, steward, and second mate entered into a heated argument upon events which had transpired upon the passage out. The second mate, who was said to be a quiet and respectable man, subsequently found the steward quarrelling with the cook in consequence of an order given by the former. The second mate took umbrage, as he was in charge of the ship at the time, and he considered, that all orders should have come from him. He therefore interfered, upon which Borrow used threatening language towards him. During the course of the evening the quarrel was renewed, and Borrow, who was said to be in a state of great excitement, came out on deck to strike the second mate, and the cook took the officer's part, and knocked the steward down. Getting up again, Borrow went to his cabin, armed himself with his revolver, and again came on deck. The cook, noticing Borrow was armed, ran for the third mate, and then it was that the steward and the second mate were at close quarters. It was while in that position that Borrow drew out his revolver, and fired three successive shots at the second mate, one of which struck him in the abdomen, and another in the chest, either of which would have proved fatal. Borrow was arrested by the police, and subsequently placed before Mr. E. Mackean, one of the magistrates then sitting at the Police Court. He was formally committed for trial, and at the Sessions Mr. Leach, who was instructed by Messrs. Wotton and Dawson, appeared for the prisoner, and produced an affidavit on his behalf from Capt. Frost of the *St. David*, and another from the then U.S. Consul, Col. Withers, together with several certificates of character. His Lordship the Chief Justice in passing sentence said he had very anxiously considered what punishment should be awarded and had looked for some points in favour of the prisoner. He had considered the prisoner's previous character as shown by the affidavits produced, but human life must be protected and he (His Lordship) felt that he would fail in his duty did he not pass the heaviest sentence the law awarded—that was, that the prisoner be sentenced to penal servitude for the rest of his natural life.

Borrow, we understand, during his incarceration, has displayed considerable gallantry in several outbreaks among his fellow-convicts, and has on more than one occasion assisted the goal authorities in effecting recaptures. During his earlier life in the Victoria Gaol he trained many long-times in printing and book-binding, and throughout his conduct has been so exemplary that, we understand, the clemency of the Crown is to be extended to him, and in a few days he will once more enjoy his liberty. When he steps forth from the gates, we are told that some of his countrymen will meet him, and will at once secure his return to his native land.

## YOKOHAMA RACES.

[FROM A CORRESPONDENT.]

Taipei, 14th May.

The winners at to-day's meeting (second day) at the Nippon Race Club at Yokohama, as telegraphed here, are—  
Champagne Challenge Cup (Walers 1901): 1 mile. Mr. Hago's *The Orb* ( gelding)   
Nanking Stakes (Subscriptions Club—Ponies) 1 mile. Mr. Irie's *Arenani*   
Adelaide Cup (all horses, winners of 2 races excluded): 1 mile. Mr. Hago's *The Crown*.   
Brisbane Cup (Countrybreds and Walers) 1 mile. Mr. Russia's *Mira*   
Ladies' Purse (China Ponies) 1 mile. Mr. Tytherleigh's *Abderr*   
New South Wales Cup (Walers) 1 mile. Mr. Spahn's *Fourie*   
The Yokohama Derby (All horses) 1 mile. Mr. Aris's *Harbinch*   
Peking Cup (Subscriptions Club—Ponies) 1 mile. Mr. Russia's *Onrod*   
Late Truth.

An Edinburgh woman is reported to have fallen eight storeys without sustaining any serious injuries. It is supposed that somebody in Edinburgh has added a story to the building.



seen at the Office of  
Messrs. GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 14th February, 1901.







## AUCTIONS

## GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 20th day of MAY, 1901, at 3 p.m., are published for general information.

By Command,  
T. S. COMBES SMITH,  
Colonial Secretary's Office,  
Hongkong, 4th May, 1901.

Particulars and Conditions of the Letting by Public Auction, to be held THIS DAY (MONDAY), the 20th day of MAY, 1901, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Macdonnell Road, in the Colony of Hongkong, for a term of 75 years, commencing from the 18th day of January, 1899.

## PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contents in Acres	Annual Rent	Use
1	Macdonnell Road	75' 0" x 14' 0" x 50' 0" x 25' 0" x 25' 0" x 25' 0"	2.500	25	473

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on TUESDAY, the 21st May, 1901, at 2:30 p.m., at his Sales Rooms, Queen's Road, SUNDY HOUSEHOLD FURNITURE, CROCKERY, GLASS and PLATED WARE, PICTURES and BOOKS, PIANOS and BICYCLES, &c., &c.

TERMS OF SALE:—As Customary.  
V. I. REMEDIOS,  
Auctioneer.  
Hongkong, 18th May, 1901.

## PUBLIC AUCTION.

NOTICE IS HEREBY GIVEN of the proposed Sale by Public Auction, for and on Account of the Consignee, at the Sales Rooms of

Messrs. HUGHES & HOUGH, Hongkong, on WEDNESDAY, the 22nd May instant, at 12 o'clock Noon, of the

British Steamer "SOBRON," 7,382 Tons Gross, 4,411 Tons Net, as she now lies on the Tung Yee Island (recently stranded).

The steamer with her GEAR, TACKLE, ENGINES, BOILERS, MACHINERY, and APPURTENANCES, now on Board, and about 1,300 Tons of COAL in her Bunkers will be put up in ONE LOT.

That portion of her CARGO remaining on Board, and consisting of about

125 Bales SKINS,  
180 Cases BRISTLES,  
250 Bales STRAWBRAID,  
60 HIDES,  
50 Packages WAX,  
50 FEATHERS,  
170 JUTE,  
200 GALLNUTS,  
100 COTTON,  
100 MERCHANDISE (Various),

all more or less, in a SECOND LOT, and ONE BOILER, sent from Shanghai for Salvage Purposes, and now on the Steamer's Deck, in a THIRD LOT.

Terms:—Cash on the fall of the hammer, when the steamer, the Cargo remaining on Board, and the Boiler last mentioned, will be at the Risk of the RESPECTIVE PURCHASERS.

H. A. RITCHIE,  
Superintendent, P. & O. S. N. Co.,  
HUGHES & HOUGH,  
Auctioneers.

Hongkong, 13th May, 1901.

## NOTICE.

TO all whom it may concern, NOTICE IS HEREBY GIVEN that the Cargo remaining on Board the P. & O. S. N. Co's Steamer "SOBRON," recently stranded on Tung Yee Island, and consisting of about

125 Bales SKINS,  
180 Cases BRISTLES,  
250 Bales STRAWBRAID,  
60 HIDES,  
50 Packages WAX,  
50 FEATHERS,  
170 JUTE,  
200 GALLNUTS,  
100 COTTON,  
100 MERCHANDISE (Various),

will be Sold by Public Auction in ONE LOT at the Sales Rooms of Messrs. HUGHES & HOUGH, Hongkong, on WEDNESDAY, the 22nd May instant, at 12 o'clock Noon.

H. A. RITCHIE,  
Superintendent, P. & O. S. N. Co.,  
HONGKONG, 13th May, 1901.

## PUBLIC AUCTION.

THE Undersigned have been instructed to sell by Public Auction, under Bill of Sale, on

THURSDAY, the 23rd May (instead of as previously advertised),

Off the Yaumai Police Station, where she has been lying, the

PASSENGER STEAM LAUNCH "NAM CHOW," Built in 1899.

For further Particulars, Terms and Conditions of Sale, apply to—

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 30th April, 1901.

## CARMICHAEL &amp; BARLOW,

CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS,  
QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships, Launches and light draught vessels, a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised.

Telegrams: "Carmichael," Hongkong.  
Telephone, 232.

H. F. CARMICHAEL,  
B. J. BARLOW.

Hongkong 1st June, 1899.

## PUBLIC COMPANIES

## A. S. WATSON &amp; CO., LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTEENTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration), will be held in the Board Room, at the Hongkong Dispensary, on WEDNESDAY, the 22nd instant, at TWELVE O'CLOCK NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 31st December, 1900.

THE REGISTER OF SHARES will be closed on THURSDAY, the 18th inst., until SATURDAY, the 25th inst., both days inclusive, during which period no Transfer of Shares will be registered.

By Order,  
A. H. MANCELL,  
Secretary.  
Hongkong, 8th May, 1901.

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Office of the undersigned, No. 5, Queen's Road, Central, Hongkong, on THURSDAY, the 23rd of May, at 10 o'clock in the Afternoon, for the purpose of considering and (if thought fit) approving of an offer for the Sale of the whole of the Company's property on Marine Lot No. 23, and Island Lots No. 438-442, 613-615 on terms and conditions which can be ascertained upon enquiry from the undersigned.

MEYER & CO.,  
General Managers.  
Hongkong, 15th May, 1901.

THE "STAR" FERRY COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, No. 2, Connaught Road, at NOON, on WEDNESDAY, the 29th May, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 29th May, both days inclusive.

EDWARD OSBORNE,  
Secretary.  
Hongkong, 18th May, 1901.

UNION INSURANCE SOCIETY OF CANON, LIMITED.

## NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per Cent. upon Contributions for the year 1900, has been declared.

Warrants will be issued on the 1st May. By Order of the Board.

W. J. SAUNDERS,  
Secretary.  
Hongkong, 19th April, 1901.

CANTON LAND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the following—

No. Shares. Numbered. In the name of  
10 31-60 Anthony Babington, Esq.  
7 61-70 Do.  
8 71-80 Do.  
9 81-90 Do.  
10 91-100 Do.  
11 101-110 Do.  
12 111-120 Do.  
13 121-130 Do.  
14 131-140 Do.  
15 141-150 Do.  
16 151-160 Do.  
17 161-170 Do.  
18 171-180 Do.  
19 181-190 Do.  
20 191-200 Do.  
21 201-210 Do.  
22 211-220 Do.  
23 221-230 Do.  
24 231-240 Do.  
25 241-250 Do.  
26 251-260 Do.  
27 261-270 Do.  
28 271-280 Do.  
29 281-290 Do.  
30 291-300 Do.

with Transfer Deeds Attached have been LOST. New Certificates for the same will be issued one month from the date hereof, and the Original Certificates will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

SHAW, TOMES & CO.,  
General Managers.  
Hongkong, 7th May, 1901.

BATU KAWAN SUGAR CULTIVATION COMPANY, LIMITED.

TO BE INCORPORATED UNDER THE COMPANIES ORDINANCES OF HONGKONG.

DIRECTORS:—  
FRANCIS MALLAND, Esq. (Messrs. Linstead & Davis).  
HON. CATCHICK PAUL CHATER, C.M.G.  
ROBERT G. SHEWAN, Esq. (Messrs. Shewan, Tomes & Co.).  
DAVID ELLSWORTH BROWN, Esq.

CAPITAL:—  
In 8,000 Shares of 50 each. \$400,000  
Payable 50/- per Share on application on 30th May, 1901.  
Of the Capital \$100,000 has been taken up in Penang, \$150,000 in Hongkong and the Balance \$150,000 is offered to the public.

THIS Company is being formed for the purpose of acquiring as a going concern the valuable Property known as the BATU KAWAN ESTATE situated in Province Wellesley, in the Straits Settlements, and containing and extending the Cultivation of Sugar-cane and other produce.

The property has been cultivated and worked as a Sugar Estate for many years, and the present proprietors are now offering the Estate for sale for private financial reasons.

For Prospectus and full particulars, apply to Messrs. LINSTED & DAVIS, Hongkong.

Application Forms may be obtained at the Company's Bankers, the HONGKONG & SHANGHAI BANKING CORPORATION, Hongkong.

Hongkong, 17th May, 1901.

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS,  
No. 11, LEE YUEN STREET, EAST.

Hongkong, 25th July, 1900.

## THE TSAR'S FRIENDS.

Those who have not forgotten all about the tour which the present Emperor of Russia made in India ten years ago will remember that he brought with him, in the capacity of historiographer, a young writer named Prince Oukhtomsky. The Oukhtomsky's companion has not in the interval suffered Englishmen to forget him. He has for some years edited a newspaper, the *Weidomani*, which now and again lets us see how ill-conditioned a Russian writer can be who suffers a petulant dislike of England to get the better of his manners and his judgment. Besides his journalistic excursions, Prince Oukhtomsky wrote a book, which avowedly has no official character, on the Emperor's journeyings, in which he maintains an attitude towards England and her role in Asia which is not more gracious than the vapourings of the *Weidomani*. The volume which relates to India and the Far East has lately been translated into English, and Mr. J. D. Ross, whom Madame has reason to remember with liking, has called from it.

In an article in the *Forthright*, some of the fine flowers of Prince Oukhtomsky's exuberant disaffection towards everything that is British. It is perhaps hard upon the princely writer that the years that have passed since the work was first written have turned some of its more salient passages into ridicule. A historiographer, with a turn for safe prophecy, would have extolled the marvellous dispositions of Russia towards Asiatic races in terms to which recent horrors on the Amoor river were destined to impart the bitter reality. When the Prince foresaw that Manchuria would undergo "painless identification with Russia," he is heard himself of a euphemism not inferior to Mr. Gladstone's famous allusion to certain brutalities in Ireland as "occasional deviations from humanity in regard to cattle." How painful the "identification" of the Chinese Population of Blagovestchensk on the Amoor was to him only too well. Possibly it was as painless as the identification of certain French republics with the Republic when the *negatives* in the Loire were resorted to as a fit means of propagating the gospel of the Revolution. It was at any rate a rate of effacement. Men, women, and children were thrown into the stream, and at the first thousand Chinese residents in the town not one escaped alive, while of the seven thousand in adjacent Chinese villages every man, woman, and child was put to death. The *Novoe Vremya* was about this time explaining the approaches of a certain Tibetan deputation to the Tsar on the ground that "in view of the removal of Russian treatment of Central Asiatic people"—those of Uok Tse were not specially named—"it was not natural that all Western and Northern China should seek tranquillity beneath—not the waters of the Amoor, but the banner of Russia." If more illustrations of the painlessness of Russia's methods of effecting the identification of Asiatic peoples with her are needed they are to be found in Dr. Dillon's recent article in the *Contemporary Review*. There is, for example, his circumstantial and uncontradicted account of how three hundred armed and helpless Chinese coolies on the Pei-ho river were shot to a man by a company of Russian soldiers as they were trying to pass peacefully from their barges to the river bank. It is the one possible explanation and extenuation of Russia's unprincipled treatment towards culprits high in office in Peking that she may think that she has already shed as many Chinese blood as she can conveniently carry even on such a weight-carrying conscience as hers.

All this, anyhow, is a fine introduction for Prince Oukhtomsky's appeal to the "bonds historical and ethnographic, which unite the Russians with the people from the Caspian to the Ganges and the Deccan." We do not know what they are, but the people of the Deccan might do worse than ask themselves whether there are not other bonds—less pleasant because not of an ethnographic or historic order—which unite the Russians with the people whom she imposes her blindest yoke. Our young men who think that in the matter of higher education, for example, the British Government has not done as much for them as it might, will scarcely approve of the Russian way of dealing with University discontent. The punitive drafting into the army of a few hundred students who give voice to a grievance is a device which had not been resorted to when Prince Oukhtomsky wrote his book, and he has not had the opportunity of saying if that is the way in which Russia would seek to bind the intellectual part of the Asiatic races to her rule. He evidently feels that there is something wanting in the British University system in India, for he sees the people of this land "crushed and dumb under the burden of exotic mushroom universities"—that is to say, presumably, of universities in which discipline is not maintained by sending discontented students to punitive service in the army.

We make no doubt that the Indian University student, who feels in duty bound not to be quite content with the British Government, has had his eyes upon what has been going on in the Russian University towns lately, and that even Prince Oukhtomsky would fail to persuade him that he would have anything to gain by the "identification"—painless or otherwise—of his country with Russia. The Prince, indeed, makes no secret of the limitation which Russia would impose upon any Asiatic people around whom she would cast her liberating arms. Crushed and dumb as he found the Indian races, he was astonished to find that they enjoy "a wholesale permission to think aloud, and that, too, not only in the vernacular press, and we did not need his misgivings as to the influence of the Congress upon the peace of the country to know what would become of that institution under Russian rule. Perhaps, it does not tend to that good understanding between Russia and England which for many reasons is desirable to discuss these things. But Prince Oukhtomsky's unctuous laudation of a Power which has drowned liberty in Asiatic blood is too serious and too systematic to be met entirely with ridicule. Moreover, he has made the fullest use of the opportunity which his tour in India gave him to dispense a rule which gives more freedom to subject races than Russia gives to her own people, and the cool impudence of his pretensions must not be passed over. He is not an obscure person, and a compliment reported to have been paid him by the Tsar marks him out, if nothing else did, as a man of influence with the directors of Russian policy. The least that such a writer should be challenged to do, when he systematically disparages a Power that has as imperative a mission in Asia as his own Government is to deal objectively with British rule in India, and when he has done that to deal in the same way with Russia's own proceedings on this Continent, if Asiatic Russia is to mean all Asia, as he tells us it is destined to do, let it not be pretended that this is because Russia can claim the allegiance of the Asiatic races by any moral right that is special to her. The whole story must be told, and in India at all events the real nature of the bonds "which have united her to them" will not be misunderstood, even by the most inveterate censors of British rule. And from

that point of view her authorized massacre, whether at Gork Tepe or on the Amoor, are at least as relevant as Prince Oukhtomsky's unctuous pretence that Russia conquers kingdoms after kingdom not by the sword alone, but by the spirit of meekness, faith, and universal brotherhood.—*Times of India*.

## THE NATIONAL ANTARCTIC EXPEDITION.

The *Discovery*, which was launched at Dundee some seven weeks ago, has been fitted with her engines, of 450 horse-power, and in other respects the fitting-out of the ship is proceeding rapidly, and she has probably now reached the Thames, where she will take in all her stores and equipment. The stores are accumulating at a somewhat embarrassing rate. Several firms have been public-spirited enough to supply their commodities gratuitously. As the funds available necessitate the greatest economy, it is hoped that other firms will follow the example. It is satisfactory to know that the *Discovery* is no lower in the water than she was designed to be, an important point in view of the quantity of coal as well as other stores she will have to carry. As to dogs, at present it is arranged to take 20, but the conditions of the Antarctic land may be such that twice that number would greatly facilitate the objects of the expedition. This is one, among other reasons, why a second ship is almost a necessity. This second ship need be nothing more than a whaler, which might be obtained for about £5,000. If such a ship could accompany the *Discovery* as tender, take the final instructions of Captain Scott, when and where to return, and then go back to Melbourne for the winter, it would free both the members of the expedition and those at home who are responsible for its safety from anxiety. It is premature to state that a leading party independent of the main expedition has been decided upon; the question as to the methods of exploration of the coasts and the interior can be decided on only when the expedition is actually face to face with the conditions that have to be dealt with. Captain Scott, in the *Discovery*, will, of course, be exempt from the limitation which hampered Ross in his sailing ships, and will be free to consider the advisability of wintering—and Ross would have wintered had he dared. As to the possibility of wintering, there is no doubt, as Mr. Barnard pointed out at the Royal Geographical Society the other day, that in Wood Bay we have a harbour absolutely secure from all danger of ice-pressure and affording easy access to the land. But the question of wintering is one that ought to be left entirely to the discretion of the commander. Captain Scott is at present investigating the question of the utility of balloons. We understand he will consult the Military Ballooning Department, and, if he finds that it will be practicable to take the necessary apparatus and that the expense will not be too great, no doubt he will avail himself of this means of reconnoitering or exploring regions that may be otherwise inaccessible. Lieutenant Loyd has returned to Dundee from Stetland, where he went to engage some of the hardy natives, whose experience as whalers will be of great service to the expedition; otherwise the crew will consist entirely of seamen from the Royal Navy.

SINGING, PIANO, MANDOLINE, AND GUITAR.

SIGNOR CATTANEO, having returned to the Colony, has resumed Tuition.

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LONDON, &c., via Ports of Call	BENGAL	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 25th inst. at Noon.
LONDON	CALCHAS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
LONDON	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th June.
LONDON	MACHAON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 25th June.
LIVERPOOL DIRECT	PROMETHEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th July.
BREMEN, via Ports of Call	RHIEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th June.
MARSEILLES, &c., via Ports of Call	PREUSSEN	Ger. str.	—	E. Prehn	Messageries Maritimes	On 29th inst. at Noon.
MARSEILLES & LONDON, &c., v. Singapore, &c.	INDUS	Jap. str.	—	Riquier	NIPPON YUSEN KAISHA	Today, at 1 P.M.
MARSEILLES & LONDON	INARA MARU	Brit. str.	—	W. Bainbridge	P. & O. S. N. Co.	On 31st inst. at Daylight.
HAVRE & HAMBURG	CEYLON	Ger. str.	—	W. Hayward, R.N.R.	HAMBURG-AMERIKA LINIE	On or about 1st June.
HAVRE & HAMBURG	SUEVIA	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On 24th inst.
NEW YORK via Ports & Suez Canal	SEGOVIA	Ger. str.	—	Foerck	HAMBURG-AMERIKA LINIE	On 31st inst.
NEW YORK via Suez Canal	WITTENBERG	Ger. str.	—	Hempel	HAMBURG-AMERIKA LINIE	On 10th June.
VANCOUVER, via MOJI, &c.	AFRIDI	Brit. str.	—	—	JARDINE, MATHEWSON & CO.	On or about 20th June.
VANCOUVER, via SHANGHAI, &c.	GLENARTNEY	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 25th June.
VICTORIA, B.C., & Tacoma via Shanghai, &c.	INDRANI	Brit. str.	—	—	SHAW, TOMES & CO.	On or about 1st Aug.
PORTLAND (OR.)	ARARA	Brit. str.	—	H. Mowatt, R.N.R.	CANADIAN PACIFIC R. Co.	On or about 1st June.
SAN FRANCISCO via AMOY, &c.	ATHENIAN	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. Co.	On 5th June.
SAN FRANCISCO via SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	—	J. Pantou	DODWELL & CO. LIMITED	On or about 5th June.
SAN DIEGO, &c., via MOJI, &c.	VICTORIA	Brit. str.	—	—	PACIFIC MAIL S. S. Co.	On 25th inst. at Noon.
AUSTRALIAN PORTS	INDRAVELLI	Brit. str.	—	—	TOYO KISEN KAISHA	On 11th June, at Noon.
AUSTRALIAN PORTS	CHINA	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 10th June.
AUSTRALIAN PORTS	NIPPOON MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
YOKOHAMA & KOBE	BELGIAN KING	Brit. str.	—	—	MESSAGERIES MARITIMES	On 30th inst. at 5 P.M.
YOKOHAMA & KOBE	KASUGA MARU	Jap. str.	—	—	HAMBURG-AMERIKA LINIE	Today, at 5 P.M.
YOKOHAMA & KOBE	CHANGSHA	Ger. str.	—	—	SANDER, WIELER & CO.	On 22nd inst. P.M.
YOKOHAMA & KOBE	NUERNBERG	Ger. str.	—	—	P. & O. S. N. Co.	On or about 23rd inst.
YOKOHAMA & KOBE	INDIA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
YOKOHAMA & KOBE	PERIN	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
YOKOHAMA & KOBE	WAKASA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On or about 30th inst.
YOKOHAMA & KOBE	ROSETTA MARU	Jap. str.	—	—	P. & O. S. N. Co.	On or about 31st inst.
YOKOHAMA & KOBE	MINE MARU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst. at Daylight.
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YOKOHAMA & KOBE	PARANMATTI	Brit. str.	—	—	MITSU BUSSAN KAISHA	On 26th inst.
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YOKOHAMA & KOBE	DAIJIN MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 10th June.
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YOKOHAMA & KOBE	SUNGKIANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 22nd inst. at Noon.
YOKOHAMA & KOBE	PERLA	Brit. str.	—	—	JARDINE, MATHEWSON & CO.	On 22nd inst. at Noon.
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YOKOHAMA & KOBE	KASUGA MARU	Brit. str.	—	—	JARDINE, MATHEWSON & CO.	On 22nd inst. at Noon.
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May 17, APENRADE, German str., 111, Lorenzen, Hoilow 16th May, General.—JEBSEN & Co.  
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May 18, NANYANG, German str., 983, Hase, Canton 17th May, General.—EAST ASIA TRADING CO., LIMITED.  
May 18, WOSUNG, British str., 1,105, Dowson, Canton 17th May, General.—BUTTERFIELD & SWIRE.  
May 18, ANPING MARU, Japanese str., 1,058, Atsuni, Foochow, Amoy and Swatow 17th May, General.—MITSU BUSSAN KAISHA.  
May 18, ANTONIO MACLEOD, American str., 880, Ugarril, Iloilo 14th May, Sugar and Sapan Wood.—BRAND & Co.  
May 18, HAIMUN, British str., 636, W. J. Davis, Tamsui 15th May, Amoy 16th and Swatow 17th, General.—DOUGLAS LARSEN & Co.  
May 18, HAIER HO, British str., 1,082, Crawford, Canton 17th May, General.—SIEMSEN & Co.  
May 18, PERLA, British steamer, 1,284, R. W. Almond, Manila 15th May, General.—SHEWAN, TOMES & CO.  
May 18, ISLA DE LUZON, U.S. gunboat, from Canton.  
May 19, ANPING, British str., 1,156, Barlow, Canton 19th May, General.—CHINESE.  
May 18, ACHILLES, British str., 4,484, O. P. Williams, Singapore 15th May, General.—BUTTERFIELD & SWIRE.  
May 18, ELITA, Norwegian, German str., 1,161, H. Brack, Chinkiang 13th May, General.—EAST ASIATIC TRADING CO., LD.  
May 18, GERMANIA, German str., 1,713, A. Bendixen, Hongay 15th May, Coals.—JEBSEN & Co.  
May 18, GOODWIN, British str., 2,832, A. Jackson, Manila 16th May.—DODWELL & CO., LIMITED.  
May 18, INDUS, French str., 2,330, Riquier, Shanghai 10th May, Mails and General.—MESSAGERIES MARITIMES.  
May 18, PERA C. I. Kiao, British str., 1,001, R. Unsworth, Bangkok 12th May, Rice.—BUTTERFIELD & SWIRE.  
May 18, SHANTUNG, British str., 1,835, T. Quail, Saigon 14th May, Rice.—BUTTERFIELD & SWIRE.  
May 18, SINGAPORE, Italian cruiser, 3,800, Cecconi, Swatow 18th May.  
May 19, BENGOE, British str., 1,939, James Potter, London 1st April and Singapore 13th May, General.—GIBBS, LIVINGSTON & Co.  
May 19, HONG WAN I, British steamer, 2,060, Frapp, Singapore 13th May, General.—CHINESE.  
May 19, KACHIDATE MARU, Jap. str., 2,130, Fujiki, Kutchi 15th May, Coals.—M. B. KAJIMA.  
May 19, SINGAPORE, British str., 845, G. E. Moorehouse, Singapore 15th May, General.—BRADLEY & Co.  
May 19, TAIHUNG, American str., 1,216, Patterson, Shanghai 15th May, General.—CHINESE.  
May 12, YUENANG, British str., 1,167, P. H. Rolfe, Manila 16th May, General.—JARDINE, MATHEWSON & Co.

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## COMPAGNIE DES MESSAGERIES MARITIMES.

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## ON MONDAY, the 20th May, 1901, at 1 P.M., the Company's Steamship "INDUS," Captain Riquier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

## This steamer connects at COLOMBO with the a.s. Polynesien, which vessel takes on her Passengers and Mails, leaving this port on the 1st June, direct to Suez, Port Said and Marseilles.

## Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

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## G. DE CHAMPEAUX, Agent.

## Hongkong, 8th May, 1901.

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## Hongkong, 15th May, 1901.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

## THE Company's Steamship "NATAL," Captain Bonis, will be despatched for the above ports on or about MONDAY, the 21st inst.

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SHANGHAI	PADRAMATTI	About 24th	Freight or Passage.
LONDON, &c.	BENGAL	Noon, 25th	See Special Advertisement.
SHANGHAI AND JAPAN	S. Barcham	May	
PAN	JAVA	About 31st	Freight or Passage.
MARSEILLES AND LONDON	CEYLON	About 1st	Freight or Passage.
	W. Hayward, R.N.R.	June	

For Further Particulars, apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 24th April, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE & HAMBURG	On 24th May
Capt. Wagner	(Calling at Singapore)	Freight.
SEGOVIA	HAVRE & HAMBURG	On 31st May
Capt. Foerck	(Calling at Singapore and Penang)	Freight.
WITTENBERG	HAVRE & HAMBURG	On 10th June
Capt. Hempel	(Calling at Singapore and Colombo)	Freight.

For further particulars, apply to

## HAMBURG-AMERIKA LINIE,

## HONGKONG OFFICE,

## QUEEN'S BUILDINGS, No. 1.

Hongkong, 30th April, 1901.

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 21st May, at Noon.
M. Yagi	KOBE and YOKOHAMA	FRIDAY, 24th May, at Daylight.
WAKASA MARU	NAGASAKI, KOBE and YOKO.	FRIDAY, 24th May, at Noon.
J. B. Macmillan	HAMA	FRIDAY, 24th May, at Noon.
ROSETTA MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 24th May, at Noon.
N. Tate	SYDNEY and MELBOURNE	FRIDAY, 24th May, at Noon.
HIDOSHIMA MARU	MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.
S. Yoshizawa	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 31st May, at Daylight.
KASUGA MARU		
H. Fraser		
INARA MARU		
W. Bainbridge		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 29th April, 1901.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY, 29th May.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY, 13th June.
SACHSEN	THURSDAY, 27th June.
KLAUSCHOU (Hamburg-Amerika Linie)	THURSDAY, 11th July.
STUTTGART	THURSDAY, 25th July.
KONIG ALBERT	THURSDAY, 8th August.
PRINZESS IRENE	THURSDAY, 22nd August.
PRINZ HEINRICH	THURSDAY, 5th September.
PREUSSEN	WEDNESDAY, 19th September.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 2d October.
SACHSEN	WEDNESDAY, 16th October.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 30th October.
STUTTGART	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY, 27th November.

ON WEDNESDAY, the 29th day of May, 1901, at Noon, the Steamship "PREUSSEN," of the Norddeutscher Lloyd, Captain E. Prehn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 27th May, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 28th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 28th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

## MELCHERS &amp; CO., AGENTS.

For further Particulars, apply to

Hongkong, 16th May, 1901.

## NORTHERN PACIFIC

## STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
VICTORIA	3,502	J. Pantou	May 28th
BRASMA	3,601	W. Watt	June 7th
GLENGYLE	3,759	W. Frakes	June 28th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## HONGKONG TO LONDON, &amp;c.

Excellent accommodation. First-class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK, &amp;c.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

## HONGKONG TO VICTORIA AND TACOMA, &amp;c.

The best route to the KONTAK GOLD FIELDS. Frequent Sailings from Victoria, and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Points on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL &amp; CO., LIMITED, General Agents.

Hongkong, 7th May, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA, AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG

## (SUBJECT TO ALTERATION).

EMPEROR OF CHINA, Comdr. E. Archibald, R.N.R., WEDNESDAY, 5th June, 1901.

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th June, 1901.

EMPEROR OF JAPAN, Comdr. H. Pybus, R.N.R., WEDNESDAY, 17th July, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey.

An make connection at Vancouver with the PACIFIC COAST LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Class consists of 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.



## VESSELS ON THE BERTH.

## OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"ACHILLES"	On 18th May.
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 28th May.
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 11th June.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 14th June.

FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 28th May.
LONDON	"DARDANUS"	On 11th June.
LONDON	"KACRAON"	On 25th June.
LONDON	"PROMETHEUS"	On 9th July.
LIVERPOOL, Direct.	"RHIPEUS"	On 6th June.

(Taking Cargo at London Rates)

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,  
LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI.	"WOOSUNG"	On 21st May.
MANILA	"SUNGKANG"	On 21st May.
LOILO and CEBU	"KAIFONG"	On 27th May.
PORT DARWIN, THURSDAY		
ISLAND, COOKTOWN, TOWN	"CHANGSHA"	On 10th June.
SVILLE, BRISBANE, SYDNEY		
and MELBOURNE		
MANILA	"CHANGSHA"	On 10th June.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 15th May, 1901.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND  
CALCUTTA.  
The Company's Steamship"SUISANG."  
Captain Tadd, will be despatched as above  
TO-MORROW, the 21st inst., at 3 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 15th May, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.FOR FOCHOOW VIA SWATOW AND  
AMOI.  
The Company's Steamship"ANPING MARU."  
Captain S. Atsumi, will be despatched for the  
above ports on WEDNESDAY, the 22nd May,  
at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 8th May, 1901.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FOR SANDAKAN.  
The Company's Steamship"MAUSANG."  
Captain Welsh, will be despatched as above  
on WEDNESDAY, the 22nd inst., at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 18th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.FOR YOKOHAMA AND KOBE.  
The Company's Steamship"INDIA."  
Captain Ghiesse, will leave for the above places  
on WEDNESDAY, the 22nd inst., P.M.  
For Freight, apply to  
SANDER, WIELER & CO.,  
Agents.

Hongkong, 18th May, 1901.

EASTERN AND AUSTRALIAN STEAM  
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)  
The Steamship"EASTERN."  
Captain Ellis, will be despatched for the  
above ports on THURSDAY, the 30th inst.,  
at 5 P.M.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Ma-  
chine, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.  
A Stewardess and a duly qualified Surgeon  
are carried.  
N.B.—Return Tickets issued by this Com-  
pany to and from Australia are available for  
return by the steamers of the China Navigation  
Company and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 15th May, 1901.

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS,  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with the  
CHINA STEAM NAVIGATION CO.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars,  
apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

Hongkong, 15th May, 1901.

## VESSELS ON THE BERTH

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPEVIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DOBE"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"COTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.

THE P. M. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO,  
via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and  
HONOLULU on SATURDAY, the 25th inst., at Noon, taking Freight for Japan, the  
United States and Europe.  
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-  
LULU, and passengers are allowed to break their journey at any point en route.Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic  
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be  
obtained on application.Passengers holding through ORDERS TO EUROPE have the choice of the Overland  
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN  
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of  
\$4 in addition to the regular tariff rate.Passengers holding orders for OVERLAND CITIES in United States have between  
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL  
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of  
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials  
located in Asia, and to European officials in the service of the Governments of China and Japan.  
TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only)  
are granted and will apply only to Missionaries, members of the Naval and Military  
Services, and to Consular and Diplomatic officials of Governments of China and Japan.RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid  
full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and  
re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months,  
will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original  
port of embarkation.Passengers who do not hold round-trip tickets but who have paid full-class fare from the  
United States, Canada or Europe, to a port of call in Japan or China, and re-embark at such port  
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per  
cent. from fare to San Francisco or Honolulu.Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to  
San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to  
Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the  
Company's and connecting Steamers.Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages  
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to  
address in full; value of same is required.Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold  
or over) destined to points beyond San Francisco in the United States, Canada or Europe, should be sent to the  
Company's Office, addressed to the Collector of Customs, San Francisco.Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is  
less than \$100 U.S. gold.For further information as to Passage and Freight, apply to the Agency of the Company's,  
Queen's Building.GEO. ECKLEY,  
ACTING AGENT.

Hongkong, 8th May, 1901.

## NIPPON YUSEN KAISHA.

FOR MANILA.  
The Company's Screw Steamship"KASUGA MARU."  
3,573 tons gross, Captain H. Fraser, will be  
despatched for the above port on FRIDAY,  
the 24th inst., at 4 P.M.  
This new Mail Steamer is specially constructed  
for service in the Tropics, and is provided with  
superior accommodation and with all modern  
fittings and improvements for the safety and  
comfort of Passengers. Electric Light and  
Refrigerator. Doctor and Stewardess carried.  
Return Tickets issued by this Company are  
available for return by steamers of the other  
Lines.For Freight or Passage, apply to  
A. S. MIHARA,  
Manager.

Hongkong, 17th May, 1901.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, CONTINENTAL AND AMERICAN  
PORTS.

THE Steamship

"BENGAL."  
Captain S. Barham, carrying His Majesty's  
Mails, will be despatched from this for Bombay,  
on SATURDAY, the 25th May, at Noon,  
taking passengers and cargo for the above  
ports.  
Silk and Valuables, all cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Bombay with transshipment.  
Parcels will be received at this Office until 4  
P.M. the day before sailing. The contents and  
value of all packages are required.  
Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.  
For further particulars, apply to  
H. A. BITCHIE,  
Superintendent.

Hongkong, 13th May, 1901.

THE OSAKA SHOSHEN KAISHA,  
LIMITED.FOR SWATOW, AMOI, AND  
TAIWANFOO.  
The Company's Steamship"AKASHI MARU."  
Captain K. Sudzuki, will be despatched for the  
above ports on WEDNESDAY, the 29th May,  
at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 15th May, 1901.

THE UNITED STATES AND CHINA  
JAPAN STEAMSHIP LINE.FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship"INDRANI."  
will be despatched for the above port on or  
about 25th June, 1901.  
For Freight, apply to  
JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 17th May, 1901.

SHEWAN TOMES & CO.'S NEW YORK  
LINE.FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship"ARABA."  
will be despatched for the above port on or  
about 1st August, 1901.  
For Freight, apply to  
SHEWAN TOMES & CO.,  
Agents.

Hongkong, 15th May, 1901.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
DEBT contracted by the Officers or the Crew  
of the following Vessels during their stay in  
Hongkong Harbour:  
ANDREX OBBIS, American ship, Amesbury—  
Standard Oil Co.  
CLAVERING, British str., J. Barker—Dodwell  
& Co., Ltd.  
COMPANIA DE FILIPINA, Amr. str., D. Migus.  
Orta—Brandao & Co.  
RANZA, British str., Arnot—Standard Oil Co.  
SEA WITCH, American ship, Howes—Master

NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"MACHAON"  
are hereby notified that the Cargo is being dis-  
charged into Craft, and/or landed at the God-  
owns of the Hongkong and Kowloon Wharf  
and Godown Company, Ltd.; in both cases it  
will lie at Consignees' risk. The Cargo will be  
ready for delivery from Craft or Godown on  
and after the 16th inst.  
Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
Goods undelivered after the 23rd inst. will  
be subject to rent. All damaged Goods must be  
left in the Godowns, where they will be  
examined at 11 A.M. on the 23rd inst.  
No Fire Insurance has been effected.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 14th May, 1901.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND  
SINGAPORE.  
The Company's Steamship"SUISANG."  
having arrived from the above ports, Con-  
signees of Cargo by her are hereby informed  
that their goods will be delivered from along-  
side.  
Cargo impeding the discharge or remaining  
on board after 4 P.M. the 17th instant, will be  
landed at Consignees' risk and expense into  
Godowns at EAST POINT.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 15th May, 1901.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the  
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Standard Oil Co.  
CLAVERING, British str., J. Barker—Dodwell  
& Co., Ltd.  
COMPANIA DE FILIPINA, Amr. str., D. Migus.  
Orta—Brandao & Co.  
RANZA, British str., Arnot—Standard Oil Co.  
SEA WITCH, American ship, Howes—Master

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BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 14th May, 1901.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND  
SINGAPORE.  
The Company's Steamship"SUISANG."  
having arrived from the above ports, Con-  
signees of Cargo by her are hereby informed  
that their goods will be delivered from along-  
side.  
Cargo impeding the discharge or remaining  
on board after 4 P.M. the 17th instant, will be  
landed at Consignees' risk and expense into  
Godowns at EAST POINT.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 15th May, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.FROM YOKOHAMA AND KOBE.  
The Steamship"GISELA."  
having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
whence delivery may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the Undersigned before  
NOON, on the 22nd May, or they will not be  
recognised.  
No Fire Insurance has been effected, and  
any Goods remaining in the Godowns after the  
22nd of May will be subject to rent.  
Bills of Lading will be countersigned by  
SANDER, WIELER & CO.,  
Agents.

Hongkong, 17th May, 1901.

FROM HAMBURG, PENANG AND  
SINGAPORE.

THE N.D.L. Steamship

"NUERNBERG."  
Captain Mayer, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned and to  
take immediate delivery of their Goods from  
alongside.  
Optional Cargo will be forwarded unless  
notice to the contrary be given before 10 A.M.,  
TO-MORROW.  
Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company,  
Limited, and stored at Consignees' risk and  
expense.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 24th May will be subject  
to rent.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 24th May, at 3 P.M.  
No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 17th May, 1901.

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NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA" YOKO-

HAMA, KOBE, MOJI AND

SHANGHAI.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for countersig-  
nature and to take immediate delivery of their  
Goods from alongside.Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

DODWELL &amp; CO., LTD.

Agents.

Hongkong, 13th May, 1901.

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